

INDEX:  YES  NO \_\_\_\_\_  
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 X-REF TO FILE NO. \_\_\_\_\_  
 FILE RID  RET. TO BRANCH   
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CLASSIFIED MESSAGE

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~~SECRET~~ 021614Z CITE [ ]

2 Dec 67 IN [ ]

IMMEDIATE VIENTIANE INFO PRIORITY DIRECTOR [ ] (NO LATE NIGHT ACTION)

SECTION TWO OF THREE

*A059*

HIGHER THAN FLIGHTS ORDINARILY CAN OPERATE. PERHAPS CONTENTIONS SHOULD BE EXAMINED AND ADJUSTMENTS MADE IN POLICY, IF JUSTIFIED.

B. THE 70 PERCENT CEILING. THE CONTENTION IS THAT SOME ACMS MAY SPEND 100 PERCENT OF THEIR TIME IN EXTRA HAZARDOUS ENVIRONMENT. WE DISAGREE THAT THE ACMS WILL, OR SHOULD BE PERMITTED TO, SPEND 100 PERCENT OR EVEN 70 PERCENT OF THEIR FLYING TIME IN EXTRA HAZARDOUS CONDITIONS EVEN THO MOST OF THE TIME MAY BE IN THE NON PERMISSIVE ZONE. SINCE WE CAN NOT ADMINISTER ALL THE DETAILS OF EACH FLIGHT, THE 70 PERCENT CEILING IS AN ARBITRARY WAY OF SORTING OUT EH AND NON EH FLYING OTHER THAN BY ZONE. WE THINK ITS EQUITABLE AND CONTAINS ABUSES BY THE OVER ZEALOUS. HOWEVER, WE MIGHT BE AGREEABLE TO RAISING IT TO, SAY, 80 PERCENT. IT WOULD HAVE TO BE RAISED ALSO FOR SVN. COSTS WOULD INCREASE SOME

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APPROVED FOR  
RELEASE DATE:  
21-Oct-2009

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PAGE 2 ~~SECRET~~ [REDACTED]

BUT NOT DRASTICALLY AS STATISTICS INDICATE MAJORITY EH IS UNDER 70 PERCENT. IT REALLY SHOULD NOT BE THE BONE OF CONTENTION THAT IT IS.

C. ELIMINATION, BY THE 5000 RULE, OF EH PAY FOR THE [REDACTED] AND CERTAIN OTHER SELECTED OPERATIONS SUCH AS THE [REDACTED] MISSIONS. WE REFER HERE TO REF A AND ITS REFERENCE A. FORMERLY, THE EH PAY RECEIVED BY THESE ACMS TOOK THE PLACE OF THE INCENTIVE PAY SUGGESTED. [REDACTED] WHILE RECOGNIZING THE RIGORS OF THE [REDACTED] FLYING, DID NOT FAVOR INCENTIVE PAY BECAUSE ENTERING INTO SUCH A PAY SYSTEM PROMISES A TROUBLESOME AND COSTLY ROAD OF HAVING INCREASINGLY TO PRICE EVERY JOB WHICH DIFFERS, IN ANY WAY SELF INTERESTED PARTIES CAN THINK UP, FROM OTHER JOBS. HOWEVER, A NEW SITUATION APPEARS TO HAVE ARISEN WHICH MIGHT OFFER A SOLUTION. [REDACTED] ACMS ARE REPORTING (SINCE 20 NOV) ANTI AIR-CRAFT BURSTS AT ESTIMATED ALTIITUDES UP TO 35,000 FEET. THE REPORTS ARE REPEATED HERE FOR INFORMATION.

CAPTAIN'S TRIP REPORT

DATE: 20 NOVEMBER 1967

TRIP: 713

A/C. NO. N9577Z

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PAGE 3 ~~SECRET~~

THERE HAS BEEN A NOTICABLE INCREASE IN ANTI AIRCRAFT FIRE IN THE NORTH ORBIT. FIVE OR MORE GUNS HAVE FIRED AT THE SAME TARGET AT THE SAME TIME. THE MAJORITY OF THIS IS IN THE 37MM RANGE. ALTHOUGH 37MM WILL REACH US IN THIS ORBIT, DUE TO THE FIRING ANGLE MOST OF IT POPS BENEATH US. THESE GUNS ARE ON ALL ROADS THROUGH THE AREA FROM WEST OF DELTA, TO SOUTH OF ALPHA.

DUE TO HEAVY FIRING AND INCREASED MILITARY TRAFFIC BETWEEN B&C WE HAVE MOVED WEST, FLYING THE WEST ONE HALF OF THE ORBIT. I WAS ON STATION AS SLEEPY TIME ONE ON THE 20TH OF NOVEMBER FLYING A HEADING OF 180 DEGREES, WEST OF AND PARALLEL TO THE C-B LINE. WHEN I OBSERVED SEVERAL ROUNDS OF HEAVY AA WHICH WENT WELL ABOVE MY ALTITUDE. I OBSERVED THE ROUNDS FROM GUN TO EXPLOSION. THE VISIBILITY WAS UNLIMITED UNDER A BRIGHT MOON LIT HORIZON, SO THERE WAS NO DOUBT ABOUT THE REALITIVE ALTITUDE OF THE FLACK BEING ABOVE US. I ESTIMATE 30 TO 35 THOUSAND FEET. THE GUN LOCATION WAS IN THE VICINITY OF POINT BRAVO. MORE THAN 10 ROUNDS WERE FIRED THE FIRST TIME FOLLOWED VERY CLOSELY BY A NAPALM NEAR THE GUN. WITHIN MINUTES OF THE FIRST NAPALM THE GUN OPENED UP AT A VERY LOW ANGLE AND WAS STILL FIRING WHEN

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PAGE 4 ~~SECRET~~

THE SECOND NAPALM SEEMED TO COMPLETELY ENVELOP IT. I DID NOT OBSERVE ANY OTHER HEAVY AA DURING THE MISSION.

AA IS DEFINATELY ON THE INCREASE IN THE AREA AND I HAVE BRIEFED ALL PILOTS TO AVOID ANY PATTERN FLYING.

CAPTAIN WALLER

CAPTAIN'S TRIP REPORT

DATE 25 NOVEMBER 1967

ON NOV 24TH I WAS ASSIGNED TO CREW SLEEPY TIME NR 1 ON THE NORTH ORIBIT WITH TAKEOFF AT 1030Z AND APPROXIMATE LANDING AT 1830Z. THE OTHER CREW MEMBER WAS BIRGIL HOCH.

THE FIRST PORTION OF THE ORBIT WAS SHUTTLING BETWEEN CHECKPOINT ALPHA AND DELTA UNTIL 20000 <sup>FEET ALTITUDE WAS RE-</sup> 1335 ~~585763-2-43~~ ACHED THEN SEVERAL <sup>4</sup>FUL ORBITS; ALPHA BRAVO, ETC, WERE FLOWN UNTIL AIR BURSTS FROM GROUND WEAPONS WERE SPOTTED ON THE ALPHA TO BRAVO LEG AT 12 O'CLOCK FROM THE AIRCRAFT. THE BURSTS APPEARED AT OR ABOVE FLIGHT ALTITUDE SO THE ALPHA DELTA SHUTTLE WAS RESUMED. AT ON ABOUT 1800Z, WHILE ON A HEADING OF 180 DEGREES ABOUT 5 MINUTES SOUTH OF DELTA, AIR BURSTS FROM GROUND WEAPONS WERE SEEN. THESE WERE HIGHER THAN AIRCRAFT ALTITUDE AND WERE

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PAGE 5 ~~SECRET~~ [REDACTED]

ON A LINE BETWEEN THE AIRCRAFT AND THE TOWN OF THAKHET. THE BURSTS WERE ALSO OBSERVED BY THE CREW OF SLEEPY TIME NR 2 WHO WERE ABOUT TO RELIEVE US.

CAPTAIN P.P. HANLEY

CAPTAIN'S TRIP REPORT

DATE: 24 NOVEMBER 1967

TRIP: SAV II

A/C. NO. 71C

THE AA THIS TRIP WAS THE HEAVIEST OBSERVED TO DATE. IN ADDITION TO THE NORMAL 37MM FIRE, THREE BURSTS OF LARGER CALIBER FIRE OBSERVED, WHILE ENROUTE TO POINT "A" AT 1750Z, THE BURST APPEARED TO BE AT LEAST 30,000 FT. AND THE LOCATION WAS N.W. OF POINT "D", THE DISTANCE WAS DIFFICULT TO JUDGE. CAPT. HANLEY WAS IN A BETTER POSITION TO ESTIMATE THE LOCATION OF THE FIRING POINT.

THE 37MM FIRE WAS OBSERVED IN THE VICINITY OF POINT'S "B" "C" AND "D". THE BURST WERE BREAKING AT 15000 AND BELOW. ALMOST ALL OF THE FIRE WAS COMING FROM AREAS THAT WAS ILLUMINATED AND UNDER ATTACK.

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2 DEC

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FINAL SECTION OF THREE

AT OUR ALTITUDE THE 37'S DON'T SEEM TO BE A PROBLEM, BUT THE LARGER CALIBAR, THAT'S SOMETHING ELSE.

CAPTAIN J.D. COTTON

IF STATION CAN CONFIRM THIS AA ACTION THEN IT WOULD APPEAR THAT FLYING IN THE NORTH ORBIT, AT LEAST, QUALIFIES FOR EH PAY, ASSUMING SOME ADJUSTMENT OF THE 5000 FOOT RULE. EH PAY EVEN WITH THE 70 PERCENT CEILING (WHICH APPEARS JUSTIFIED AS AA FIRE HAS NOT APPEARED IN ALL ORBIT SECTORS) WOULD SEEM TO SATISFY THE PROBLEM. CAPT RHYNE ALSO THINKS IT WOULD.  AND HQS OPINIONS ARE SOLICITED.

5. TYPICALLY, WE WOULD HAVE SENT THE FOLLOWING

BUT BECAUSE IT BEARS ON THIS MESSAGE WE SENT IT HERewith AND ASK THAT IT BE DELIVERED AS PROMPTLY AS FEASIBLE TO  BASE MANAGER AT VIENTIANE.  PLEASE

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PAGE 2 ~~SECRET~~ [REDACTED]

DELIVER COPY TO [REDACTED] MANAGER AT UDORN:

RM L08 CY OAOPAV CO1 RM L08

RY 020545 AND PREVIOUS RELATED MESSAGES AAA REPEAT AAA YOU SHOULD BE AWARE OF AND CLEARLY GET ACROSS TO ACMS IN YOUR DISCUSSIONS WITH THEM CMA SIMILARLY IN DISCUSSIONS WITH CUSTOMERS AND COMPETITORS CMA THAT PRINCIPLE OF EXTRA HAZARDOUS PAY STANDARD IS THAT EH PAY WILL BE PAID FOR FLYING QUALIFYING AS EH UNDER APPLICABLE RULES BUT EH IS NOT INTENDED FOR AND WILL NOT BE PAID FOR FLYING NOT PROPERLY QUALIFYING AS EH AS UNFORTUNATELY HAS SOMETIMES HAPPENED IN LAOS IN PAST DUE TO INADEQUATE RULES CMA POOR SUPERVISION AND ENFORCEMENT OF RULES BY CONTRACTOR AND CUSTOMERS AND ABUSES OF THE SYSTEMX PAYMENT OF EH PAY FOR NON EH FLYING IS AMONG OTHER THINGS UNFAIR TO INDIVIDUALS WHO DO FLY IN EH CONDITIONS.

BBB CUSTOMERS RECOGNIZED ABOVE SITUATION AS WE DID AND INITIATED ACTION SOME TIME AGO TO CORRECT AND TO RELIEVE THEIR BUDGETS OF UNWARRANTED COSTS. THEIR MOVE WAS TIMELY AND LOGICAL AND CONCURRED IN BY CONTRACTOR IN VIEW OF GENERAL IMPROVEMENTS IN LAOS WHICH HAVE BROUGHT ABOUT SHRINKAGE OF AND BETTER IDEN-

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PAGE 3 ~~SECRET~~

TIFICATION OF EH AREAS SINCE EH PAY PRACTICES WERE ORIGINALLY ESTABLISHED SEVERAL YEARS AGO.

CCC NEW EH RULES WERE DEVELOPED OVER A NUMBER OF MONTH BY AGREEMENT AMONG 342 AND 713 CUSTOMERS CMA CASI AND CONTRACTORX WE MOST SURPRISED TO LEARN FROM CAPT RHYNE OF CASI MANAGERS ORAL COMMENTS AT PILOT MEETINGS AND HAVE CONFIRMED BY YOUR 020340 THE CASI MANAGER LAOS HAS GUARANTEED PREVIOUS EH PAY FOR DECEMBER AS THIS VIOLATES AGREEMENT AMONG CUSTOMERS AND CASI AND CONTRACTOR THAT NEW RULE WOULD APPLY FIRMLY TO ALL CONTRACTORS AND COMPLIANCE BY THEM WOULD BE REQUIRED BY CUSTOMERS THEREFORE THIS SITUATION SHOULD BE BROUGHT BEFORE CUSTOMERS IMMEDIATELY AS IT UNWORKABLE FOR ONE CONTRACTOR TO COMPLY WHILE OTHER EXCUSED.

DDD THERE IS EVIDENCE OF LACK OF GOOD COORDINATION WITH CUSTOMERS AND THEY MAY FEEL UNIFORMEDX SINCE THEY ARE INTIMATELY INVOLVED IN TERMS OF COST THEY MUST BE KEPT FULLY INFORMED AND REQUESTED TO ASSIST IN ENFORCING AGREED POLICY EQUALLY AND FIRMLY.

EEE AREAS ARE DESIGNATED AS EH BY CUSTOMERS WITH CONTRACTOR

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HAVING RIGHT OF INPUT AND EH AREAS ARE CONTINUALLY UNDER REVIEW BY CUSTOMERS AND CONTRACTOR AND JUSTIFIED CHANGES WILL BE MADE FROM TIME TO TIME COMPLAINTS OR OPINIONS OF ACMS WILL BE CONSIDERED OF COURSE BUT FOR ACMS TO OBSTRUCT MISSIONS AND REFUSE TO FLY IS INTOLERABLE AND CAN ONLY RESULT IN ELIMINATION OF THE RINGLEADERS UNDOUBTEDLY AGITATION THE SITUATION AND UNFORTUNATELY MANY OF THOSE WHO GO ALONG INCLUDING SUPERVISORSX THE ACTIONS OF T08 ACMS WHO VOICE THEIR COMPLAINTS BUT CONTINUE TO PERFORM THEIR DUTIES WHILE THEIR OPINIONS ARE CONSIDERED ARE IN SHARP CONTRAST TO THE UNACCEPTABLE BEHAVIOR OF L08X ALL CONCERNED MUST BE IMPRESSED WITH DETRIMENTAL EFFECT ON COMPANY AS A WHOLE BUT ESPECIALLY REFLECTING ON THOSE ASSIGNED IN LAOSX  
FFF ASSISTANT DIRECTOR OF FLYING ETA L08 M03 HOWEVER THIS SHOULD NOT EFFECT YOUR REQUIREMENTS TO GET THINGS BACK ON TRACK  
GGG THIS MESSAGE READ BY AMF AND RHYNE.

6. THERE IS INDICATION IN OVERT MESSAGES FROM [REDACTED] VIENTIANE THAT ACMS WHO REPORTED SICK 2 DECEMBER PLAN TO FLY 3 DEC.

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Dec 4 8 48 AM '67

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IDEN ROCKY STONE,

GENERAL MANAGER, LAOS.

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